Illinois High-Speed Rail

Chicago, IL to St. Louis, MO

Tier 1 Environmental Impact Statement

PROJECT HISTORY

Federally Designated High-Speed Rail (1992)

Midwest Regional Rail Initiative/System

Chicago to St. Louis DEIS and FEIS – 2003/ROD – 2004

- High-Speed Rail Service (110 mph) between St. Louis and Dwight
- Three round-trips per day
- 12 miles of Double Track/22 miles of Freight Siding
- One Grade Separated Crossing
- Enhanced Warning Devices at 174 Crossings
- Currently Under Construction

Under the American Recovery and Reinvestment Act (ARRA), FRA's Track 2 High-Speed Intercity Passenger Rail Program

Springfield Railroad Corridor Study EIS (In Progress)

2004 RECORD OF DECISION

Summary of 2004 ROD Improvements

- 3 passenger high-speed rail round trips per day*
- End to end Chicago to St. Louis Travel Time: 4:45 or less**
- Warning device upgrades at grade crossings
- Station enhancements
- 12.3 miles of double track and 21.9 miles of freight sidings

** Since 2004, Amtrak has increased service to 5 round trips per day, at conventional speeds of up to 79 mph, between Chicago and St. Louis.*

*** The project team will continue to look at ways to further reduce travel times. Tier 1 work will include development of the forecast time based on full build-out, including a second track and other improvements as part of the Tier 1 study.*

2010-2014 CONSTRUCTION PHASE

- In January, 2010, Illinois was selected for a total of $1.2 billion from the American Recovery and Reinvestment Act for high-speed passenger rail.

- $1.1 billion of the total funds was allocated for Illinois' high-speed rail signature route.

- In September 2010, one of the first construction projects in the national High-Speed Intercity Passenger Rail (HSIPR) program began along the Chicago to St. Louis route to prepare it for future train operation at up to 110 mph.

COMPLETED CONSTRUCTION PHASE

Illinois is one of first states to use American Recovery and Reinvestment Act (ARRA) funding for high-speed rail construction!

Key Activities:

- Illinois was among the first states in the HSR program to sign a cooperative agreement with the Federal Railroad Administration (FRA)
- 2010 Construction included:
  - Installed 76.5 miles new track
  - Installed 201,000 new concrete ties
  - Spread 390,000 tons of stone ballast
  - Renewed 73 new crossing surfaces and approaches
  - Installed 7 switches

2011 CONSTRUCTION

- Construction will commence mid-March or early April 2011
- Segment from Elkhart to Dwight and possibly additional segments

KEY PROJECT MILESTONES (Dwight-Pontiac)

- 2010 – 2012: Track reconstruction and upgrades
- 2011: Procurement process begins for high-speed rail locomotives and cars
- 2012: Enhanced signals and crossing warning systems installed between Dwight and Pontiac to allow 110 mph operation
- 2012: Trains up to 110 mph between Dwight and Pontiac
- 2013-2014: Completion of construction, production and testing of new rolling stock
- 2014: Anticipated project completion

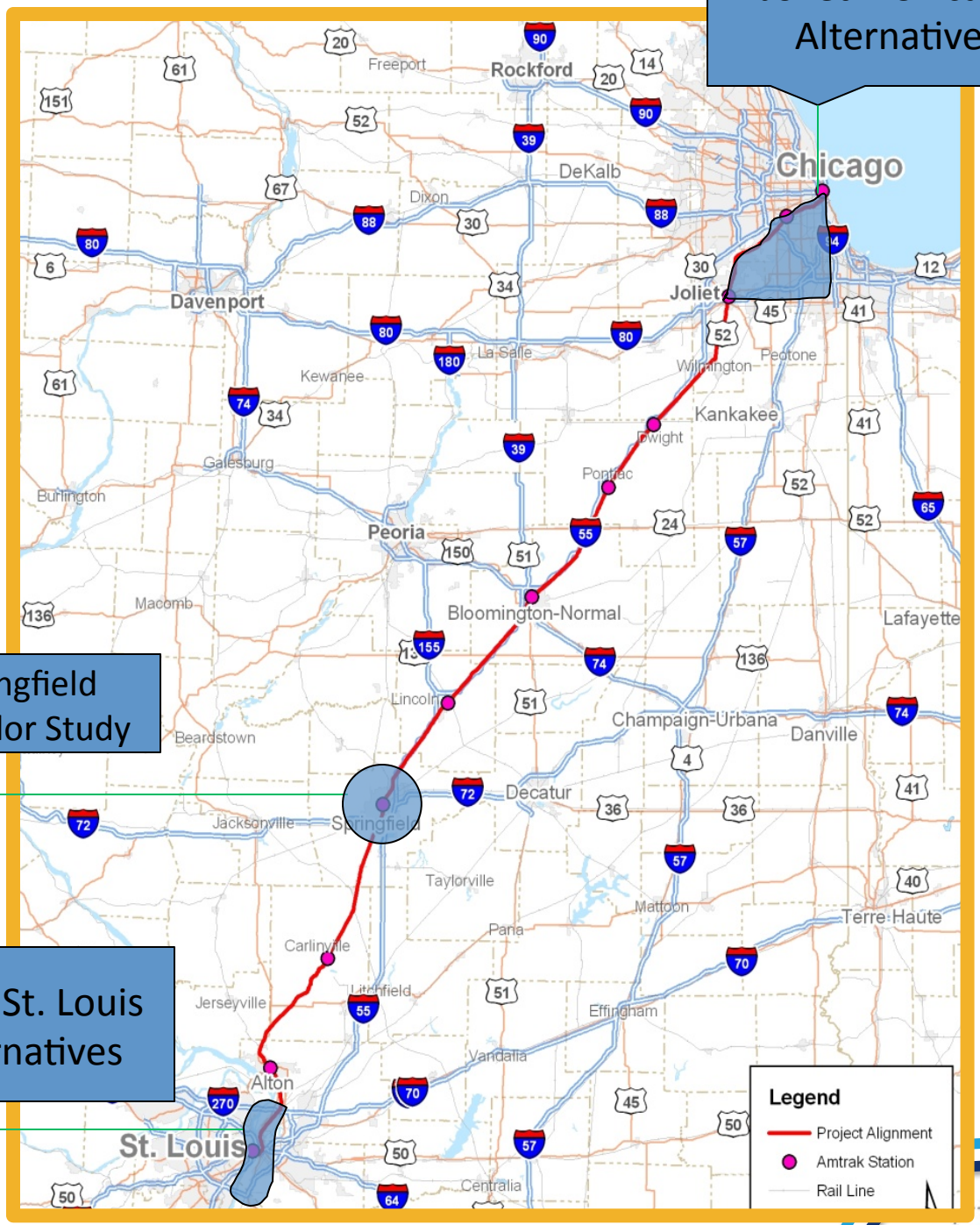
CORRIDOR MAP

Alternatives Analysis Area

Joliet – Chicago Alternatives

Springfield Corridor Study

Alton- St. Louis Alternatives



PROBLEM STATEMENT

- There is currently an imbalance in the available modes of passenger transportation within the Chicago to St. Louis Corridor.

- It is estimated that approximately 99 percent of the 35 million annual trips made in this corridor are accomplished through automobile and air travel.

- The current rail system within the corridor primarily consists of a single track that is shared by both traditional freight and passenger service (Amtrak).

PROBLEM STATEMENT

- The constraints of the existing rail infrastructure limit the ability to expand passenger service between Chicago and St. Louis.
- The modal imbalance in the Chicago to St. Louis Corridor increases the burden on automobile and air travel which can result in increased travel costs, delays, safety risks, and unreliability.

STUDY DESCRIPTION

The purpose of the study is to evaluate increased capacity in the corridor and potentially increased train frequencies.

Tier 1 Environmental Impact Statement

WHAT IS TIER 1 AND TIER 2 ?

Tier 1 – Addresses broader questions:

- Cities and stations served
- Route alternatives
- Service levels
- Types of operations (speed, electric or diesel powered)
- Ridership projections
- Major infrastructure improvements
- Sections of Independent Utility (SIU) for Tier 2 identified

(Sections of independent utility represent portions of the project that could be advanced and function on their own, without further construction of an adjoining section.)

WHAT IS TIER 1 AND TIER 2 ?

Tier 2 – Includes Site-Specific Reviews of Sections of Independent Utility (SIU):

- SIUs will be reviewed as Categorical Exclusions, Environmental Assessments, or Environmental Impact Statements
- Detailed engineering and environmental studies
- Detailed studies of possible methods to avoid, minimize, and mitigate impacts of environmental resources
- Tier 2 studies will serve as the basis for a decision on whether to proceed with the design and possible construction

Tier 1 Environmental Impact Statement

STUDY SCHEDULE

	Early 2011	Spring 2011	Summer 2011	Fall 2011	Early 2012	Spring 2012	Late 2012
Analyze Alternatives	Public Open House			Public Open House			
Prepare Draft EIS				Public Hearing			
Prepare Final EIS							Complete Tier 1 EIS / Record of Decision (ROD)

- *Started February 2011*
- *16 month study*

Tier 1 Environmental Impact Statement

PROJECT ALTERNATIVES

Feature	No-build Alternative	Build Alternative
Passenger Round Trips Per Day	5	9
Operating Speed	Up to 110 mph between Dwight and Alton; up to 79 mph north of Dwight and south of Alton	Up to 110 to 125 mph throughout the corridor
Number of Mainline Tracks	1 track through most of the corridor	2 tracks throughout the corridor
Alternative Route Alignments	Use existing route	Evaluate new alignments between Chicago and Joliet, through Springfield, and into St. Louis
Grade Crossings	Enhanced warning devices will be provided at grade crossings south of Dwight as part of the 2004 ROD improvements	Additional grade crossing treatments, including grade separations, will be considered and evaluated as part of the Build Alternative
Station Upgrades	Station improvements will be made with 2004 ROD improvements	Additional station improvements, including potential pedestrian grade separations, will be considered and evaluated as part of the Build Alternative
New Stations	None	Potentially East St. Louis

CORRIDOR MAP

Alternatives Analysis Area

Joliet – Chicago Alternatives

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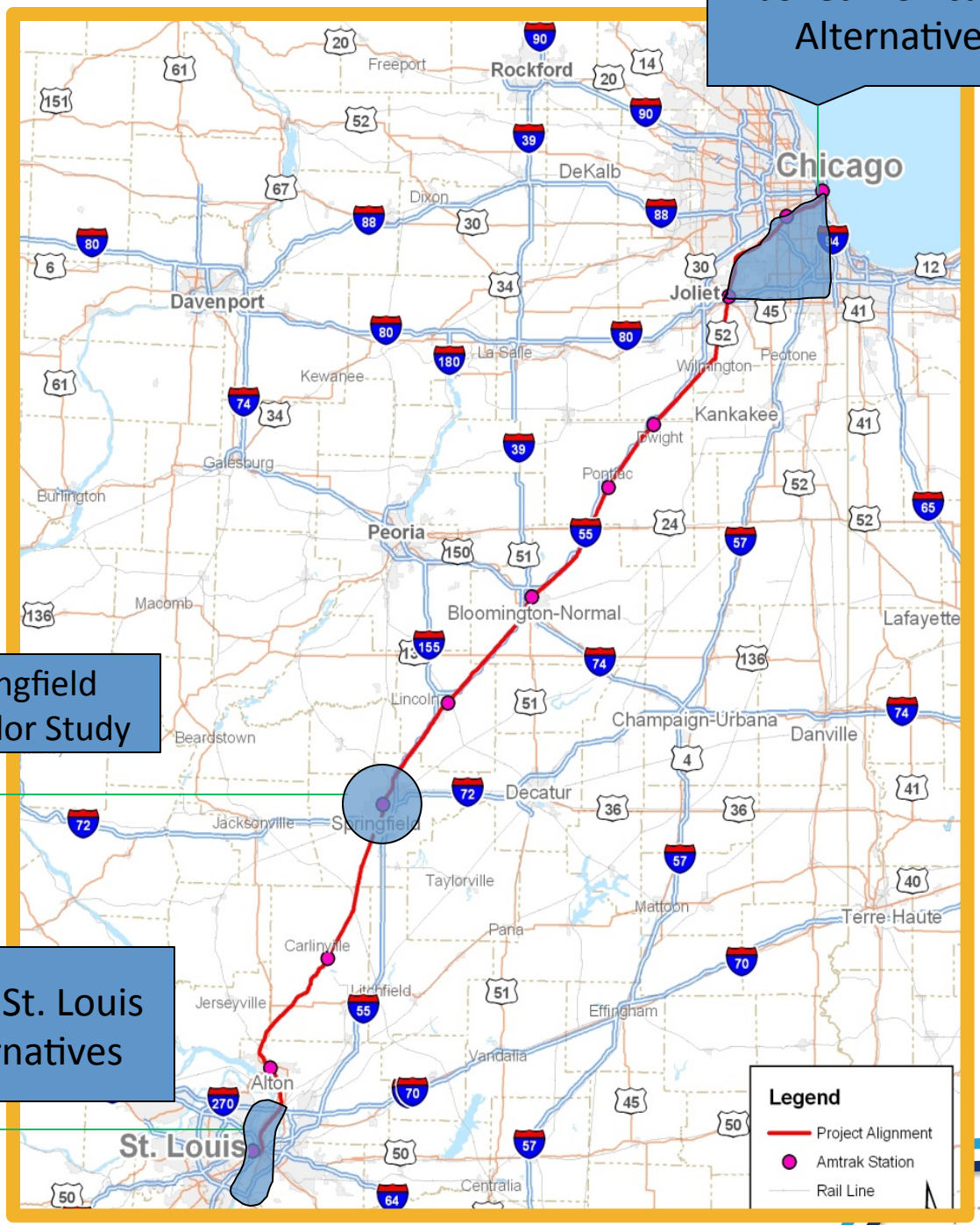
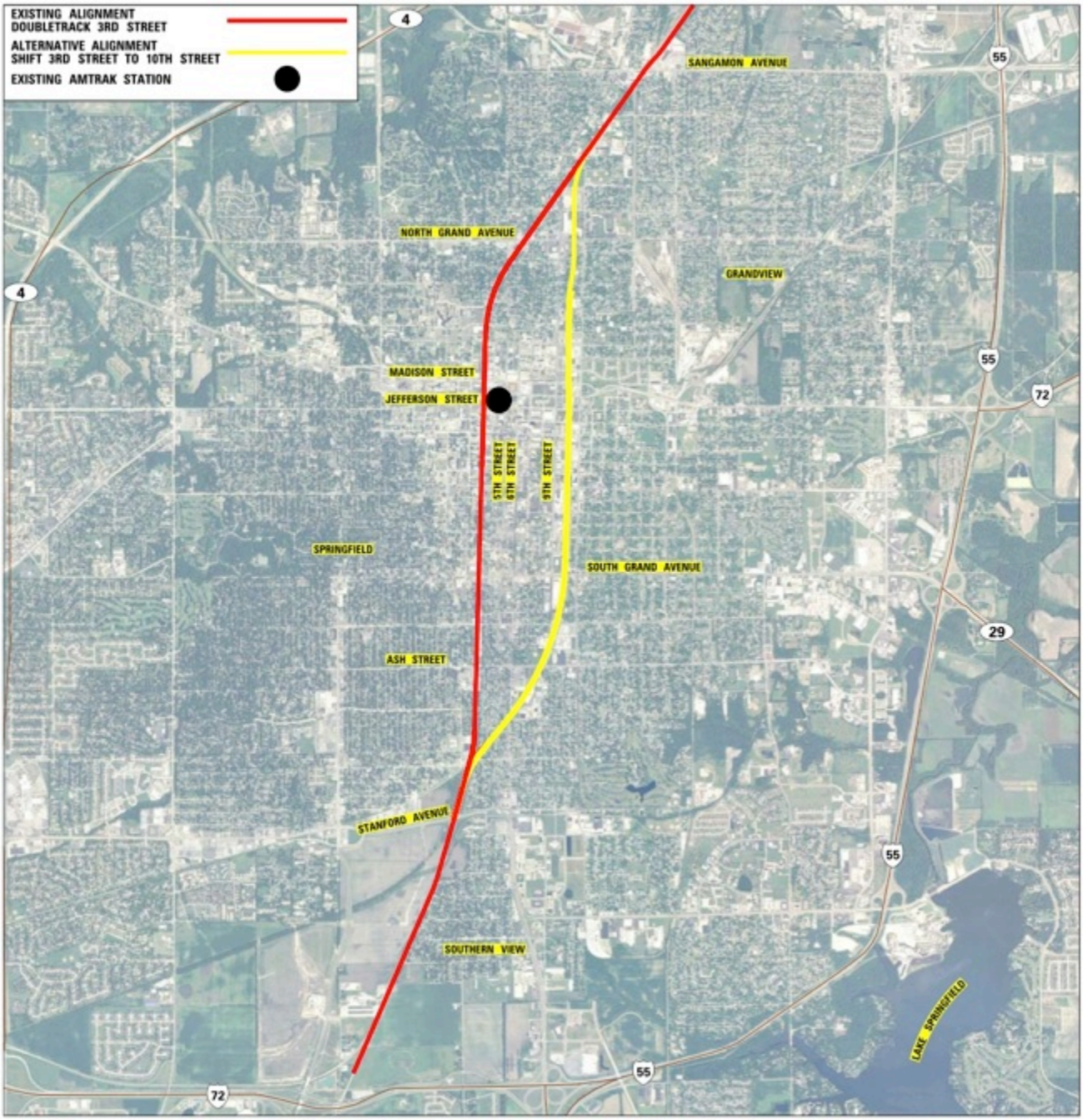
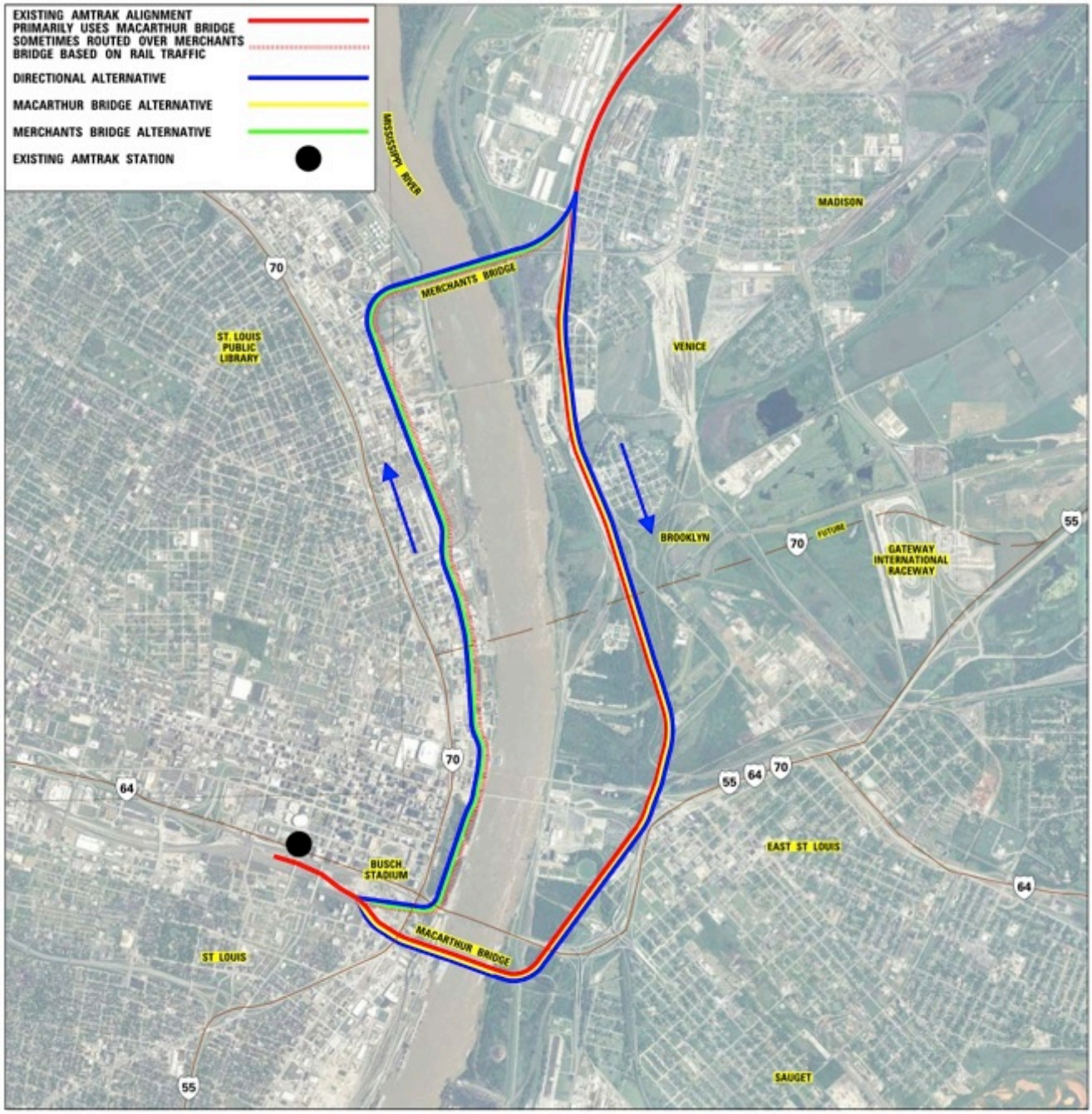
Alton- St. Louis Alternatives



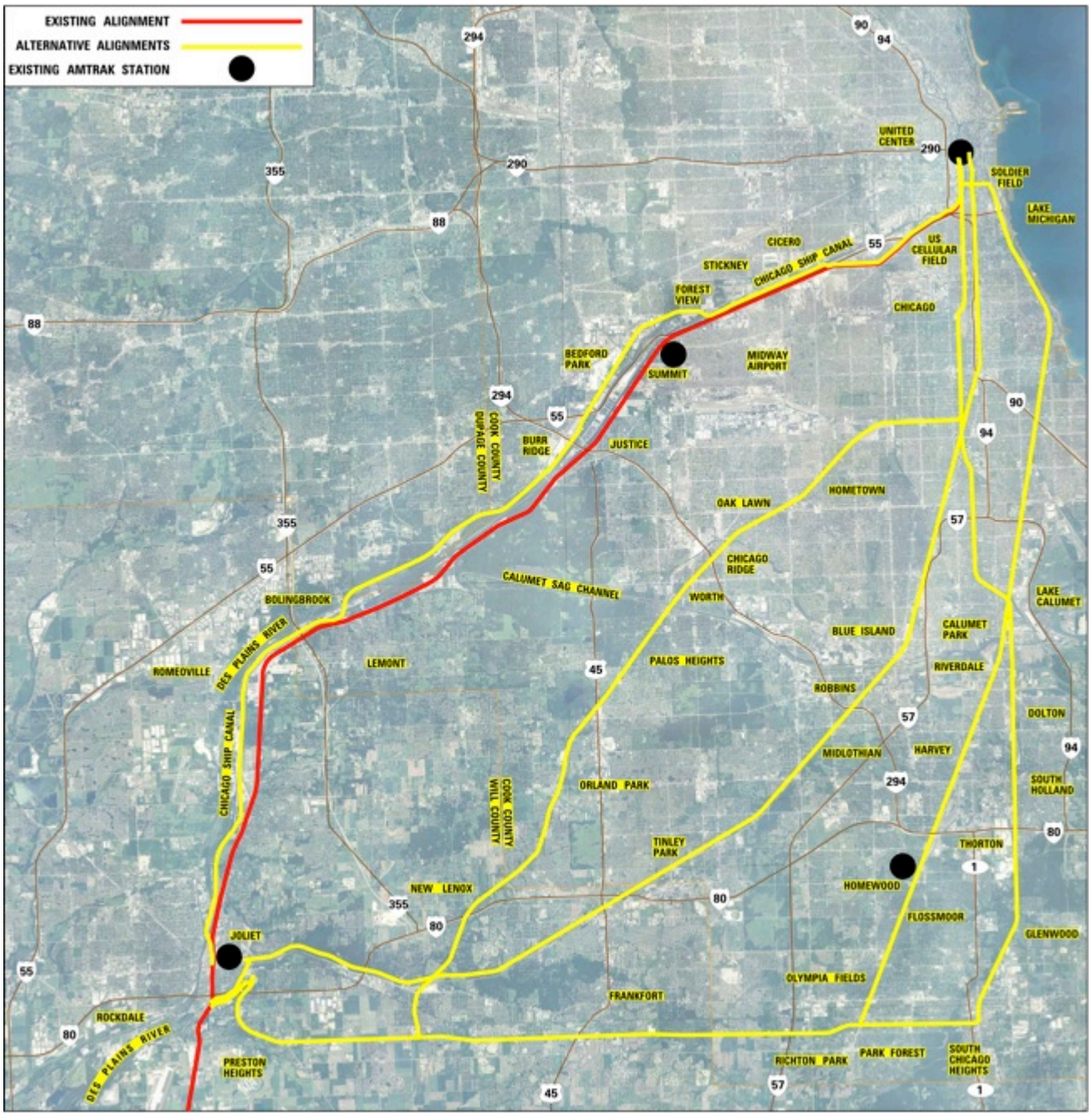
Initial Range of
SPRINGFIELD ALTERNATIVES



Initial Range of
ALTON TO ST. LOUIS ALTERNATIVES



Initial Range of
CHICAGO TO JOLIET ALTERNATIVES



SPRINGFIELD RAILROAD CORRIDOR STUDY

The Springfield Railroad Corridor Study is an evaluation of how to accommodate anticipated increases in rail freight and passenger (including high-speed rail) traffic through the City of Springfield.

The study area extends from Stanford Avenue on the south to Sangamon Avenue on the north, and includes all three north-south rail corridors.

Two alternative alignments have been identified for high-speed rail:

- Third Street
- Tenth Street

The Springfield study will be incorporated as a Tier 2 level analysis within the overall Tier 1 Chicago to St. Louis Environmental Impact Statement.

Tier 1 Environmental Impact Statement

ENVIRONMENTAL IMPACTS

Socioeconomic Resources

- Land Use
- Population/Employment
- Environmental Justice (Low Income and Minority Populations)
- Residential and Commercial Displacements
- Community Services
- Farmland

Noise and Vibration

Traffic/Transportation

Air Quality

Energy

Cultural Resources/Section 106

- Historic Properties
- Archaeological Sites

Tier 1 Environmental Impact Statement

ENVIRONMENTAL IMPACTS

Visual/Aesthetics

Public Parks and Recreation Areas/ Section 4(f)

Natural Resources

- Wetlands
- Surface Water
- Groundwater
- Vegetation/Habitat
- Wildlife
- Threatened and Endangered Species
- Geology/Soils

Floodplains

Special/Hazardous Waste

Tier 1 Environmental Impact Statement

NEXT STEPS

Purpose and Need Analysis	Spring 2011
Environmental Data Collection	Spring 2011
Alternatives Analysis/ Environmental Studies	Spring/Summer 2011
Public Meetings	Fall 2011
DEIS/Public Hearing	Fall 2011
FEIS/ROD	Late 2012

Tier 1 Environmental Impact Statement

FOR ADDITIONAL INFORMATION

Visit **www.idothsr.org** for the Illinois High-Speed Rail Chicago to St. Louis project.

www.facebook.com/IllinoisHighSpeedRail

Project Hotline *1-855-IDOT-HSR (436-8477)*

Visit **www.connectthemidwest.com** for the Midwest High-Speed Rail initiative.

www.facebook.com/MidwestHighSpeedRail

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